

WSDOT Priorities

State and Northwest Region

Unfunded Priorities and Project Highlights



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Washington State Ferries

Senate Transportation Forum
Stevenson Elementary - Bellevue, WA
September 17, 2013

Snohomish Co. Robert Drewel Building
– Everett, WA
September 18, 2013

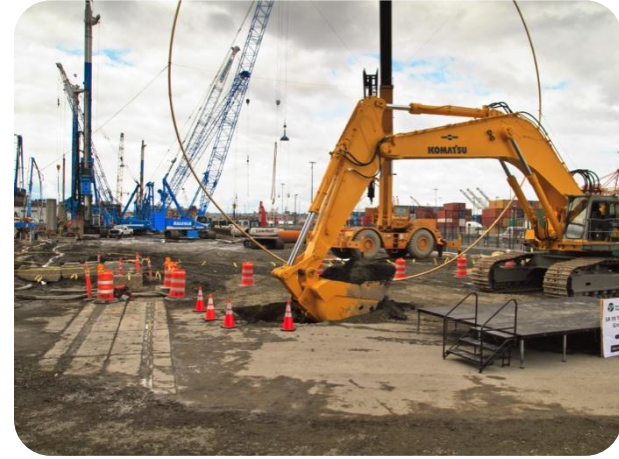
Fix it first



Keep it safe



Finish what we started



Accountability and reforms

New leadership

- Governor Inslee wants disruptive change in Olympia, brought in 18 new agency heads including WSDOT
- New WSDOT leadership since March with focus on right sizing projects to leverage partnership dollars and working with communities
- Implement reforms that will deliver for taxpayers

What we are doing now

- Lessons learned from the SR520 Floating Bridge design errors
 - Clarified lines of authority to make decisions in a timely manner and quickly communicate conflicts for resolution
- Skagit River Bridge collapse response
 - First design build contract for an emergency project
- Mega project process review to ensure efficient use of resources
 - Paananen/Njord report
- Employees are training in Lean practices, empowering employees to spot, report and quickly resolve issues before they become problems
 - Yakima Central Sign Shop

What's next

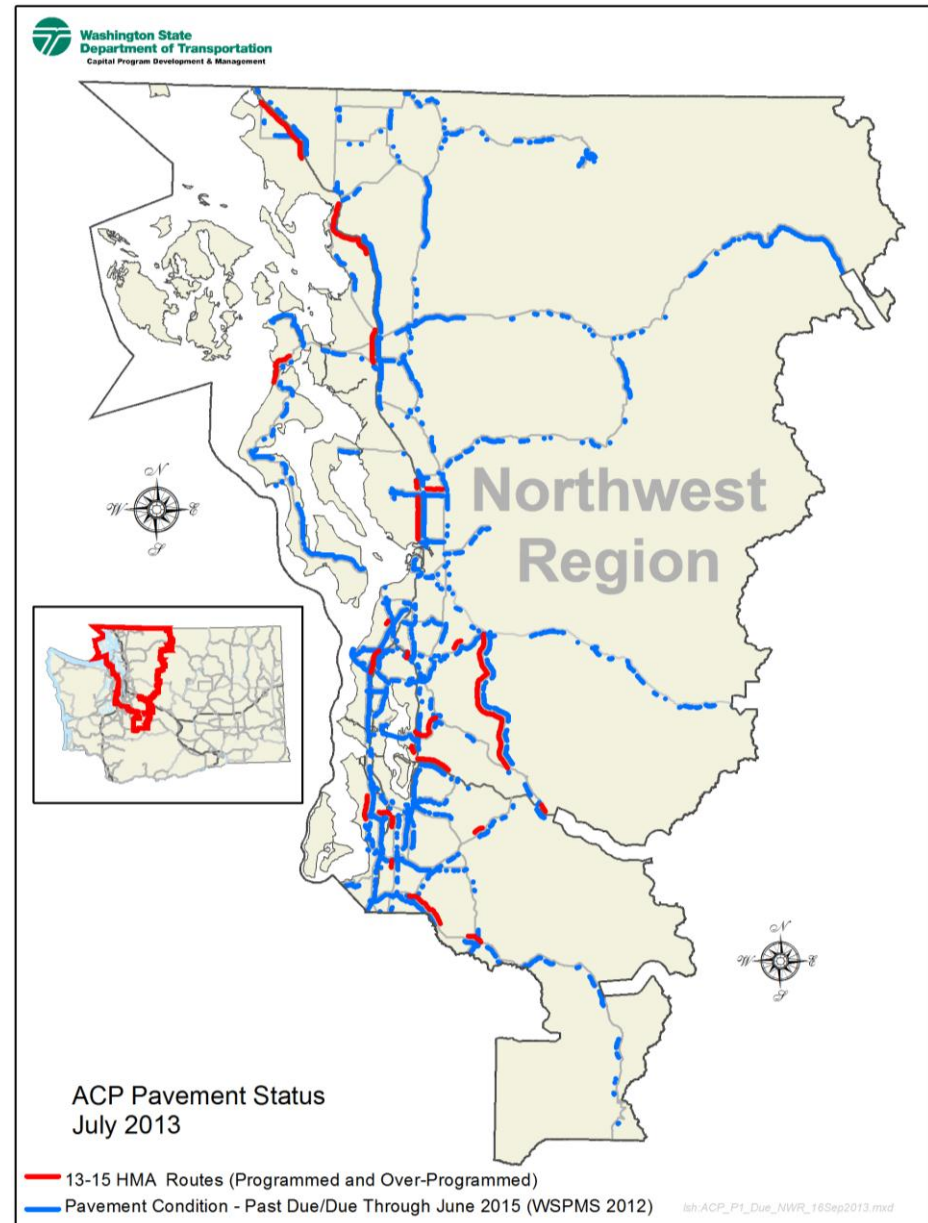
- Developing new strategic goals
- Engaging with legislators on proposals for reform
- Listening to the public for priorities

Fix it first

Extensive infrastructure currently in place

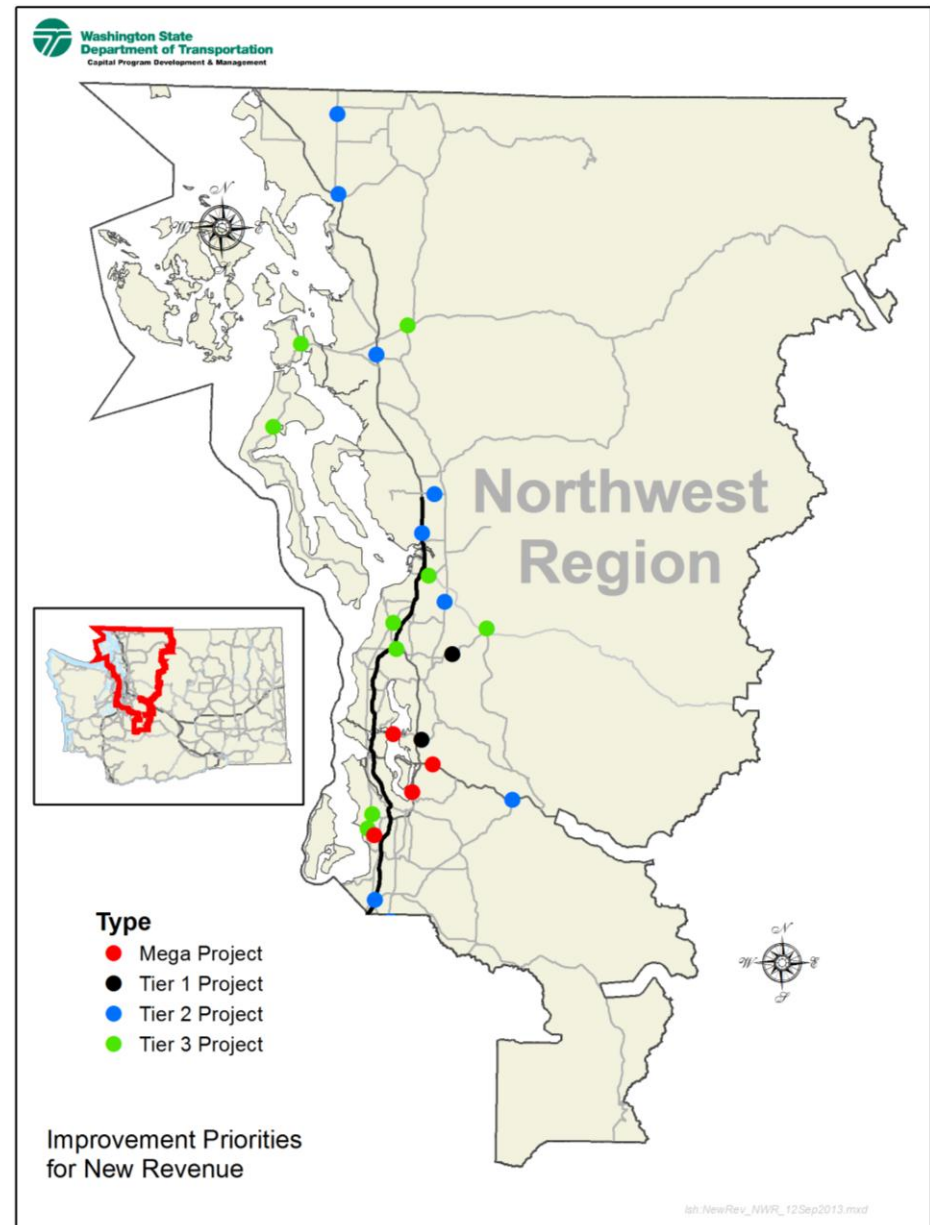
3,990 lane miles, 1,243 bridges, 10 ferry routes, 20 ferry terminals, and hundred of other system features including signals, guardrail, lights, weigh stations, signs, culverts, drains, rest areas, etc.

- **Maintain, Operate, Preserve**
 - Take care of what we have & make it last
- **Keep Safe**
 - Implement the Statewide “Target Zero” Plan
- **Meet Legal Mandates**
 - Comply with court direction on fish barriers



Finish what we start

- I-90 Seattle to Issaquah
- SR 520 Seattle Corridor Improvements – west end
- SR 509 Corridor Completion
- I-405 Renton to Lynnwood – widening
- SR 522 Kenmore to Monroe – complete corridor
- I-5 Federal Way – triangle improvements
- SR 9 Snohomish County – corridor widening
- SR 18/I-90 interchange improvement
- SR 539 Lynden – Corridor widening
- **Make Strategic New Investments**
 - Reduce congestion & keep freight moving
- **Partner with Communities**
 - Improve livability and quality of life
- **Responsible, Reliable, Sustainable**
 - Efficient & effective program/project delivery
 - Greater use of and support for technology



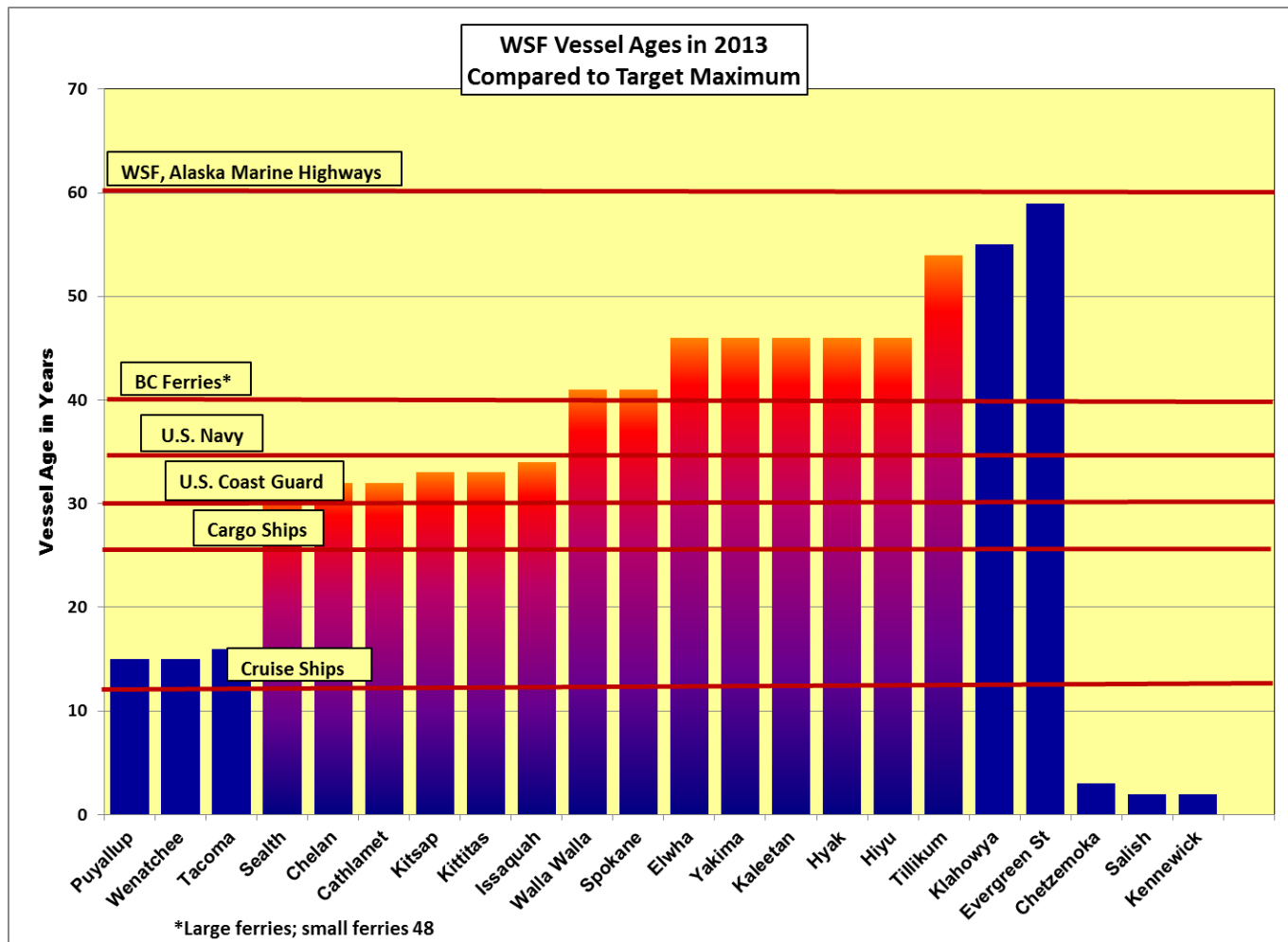
Ferry operations

- Riders pay for 65% to 70% of operating costs
- Fares have nearly doubled since 2000; service cuts have touched all parts of the system
- Operating expenses have been cut
- Despite this, ferry operations needs a subsidy of over \$300 million through 2025



Aging vessels

Average age of vessels is 33 years



Aging terminals



Timber pile from Colman Dock that has been removed and replaced due to deterioration.



A shipworm manifestation in the north trestle.



Timber pile at Vashon Terminal

Response to loss of \$1.4 billion MVET since 2000

- Cut costs – staff, consultants, capital program, labor costs, fuel
- Reduced service
- Raised fares – 95% since 2000
- Transferred funds and support from other highway accounts – \$1.2 billion since 2000

